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DEPT. OF TRANSPORTATION
DOCKETS

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03 MAR -3 PM 3:49

US Department of Transportation,
Room Plaza 401
400 Seventh Street, SW
Washington, DC 20590-0001
USA

Datum Date

Ert datum Your date

2003-02-14

Vår handläggare, telefon Handled by, telephone

Lennart Hellström

Vår referens Our reference

340/2000CCS005091

Er referens Your reference

Comments to NPRM Docket No FAA-2002-14081 - 9

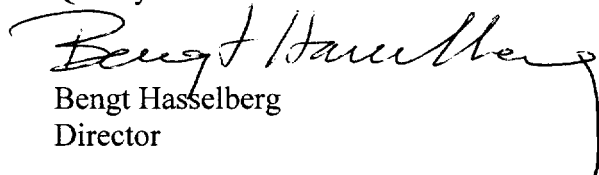
Please find below Saab Aircraft's comments to the above mentioned document.

The transponder shall be powered from a separate source in Hi-jack mode. This means that there shall be a separate power without CB in cockpit, if the transponder under this condition start to smoke there will be no possibility to turn that transponder off. Have to take care off this problem?

Regarding the compliance date 2005 march 29 there is also a requirement for European users, Elementary surveillance, it is very important that the producers of the transponder can combined both this requirements in the same time period.

Sincerely

SAAB Aircraft AB
Quality and Airworthiness


Bengt Hasselberg
Director